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CENTRAL INTELLIGENCE AGENCY

**INFORMATION REPORT**

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COUNTRY Rumania

SUBJECT Airfield at Caracal/Construction of Underground Hangars

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OBSERVATIONS OF AIRFIELD (UP TO MARCH 1953)

3. "The airfield is located three km southeast of the town of Caracal.

"Note: The location of the airfield is given with a degree of correctness of 90%.

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Runways

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"There are two runways. Both runways have a width of 200  
meters. The length of one runway (T-1) is four km. The length of the other runway

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[T-2] is 3½ km. [See paragraph 9 for more information on the runways.]

5. "By March 1953, the zone between the two runways had been completely covered with stones and asphalt.

#### Construction of Underground Hangars

6. "Large underground hangars, ammunition depots, etc, were being constructed near the east end of the two runways. Elevators were being constructed in the underground hangars, supposedly to carry planes to the runway level. In the Spring of 1953, approximately 800 military inmates, along with a very small unit of DGSM, were performing this work. There were no Soviet troops, only Rumanians. However, my cousin saw many Soviet civilian technicians and engineers who were supervising the works.

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7. "The work on this airfield was begun in the Spring of 1950. The supervision of all work was under a female Soviet engineer (name unknown). The chief Rumanian engineer was [fnu] Iliescu, and the assistant engineer was a Rumanian colonel by the name of [fnu] Oprea who was fired or sent away in the Fall of 1951.

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the work was performed by DGSM units up until January 1953. The majority of these came from the Transylvania region. They lived in wooden prefabricated barracks located along Runway T-1. These barracks have since been torn down.

#### Transportation of Raw Materials

8. "The transportation of raw materials was effected by 40 trucks from STUC and 20 privately-owned trucks. All these trucks were operated by the Sovromtransport State Enterprise of Craiova. A rail spur from the Caracal-Corabia Railway and a road connected to the national road were constructed for the purpose of unloading raw materials.

#### More Information on the Runways

9. "By January 1952, both runways had been completed. They were constructed in layers as follows: argil ground; sand 40 cm in thickness; stones 20 cm thick; and reinforced concrete slabs 0.30 cm thick.

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10. "Rows of poplar trees about 2½ meters high had been planted on the Caracal-Corabia Road. On the east side of the road, there were two rows about six meters apart. On the west side of the road, there were five or six rows (of the same size poplar trees), probably planted there for the purpose of camouflage.
11. "Opposite the airfield and across the national road, there were two buildings, under construction and almost completed, measuring about 40 by 25 meters and having three floors. A new road connected the airfield with the main national road. Near the airfield end of this road, there were seven wooden prefabricated barracks, each about 8 by 25 meters.

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#### Legend:

- T-1 = Runway  
T-2 = Runway  
U = Underground hangars  
R-2 = Road from the airfield to the buildings mentioned in 0  
0 = Two three-story buildings (supposedly for airfield personnel)

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- R-1 = Road constructed in spring of 1950 for loading and unloading raw materials
- I = Seven wooden prefabricated barracks where the DGSM unit and military inmates are stationed. There are also offices here.
- P = Poplar Trees
- F = Rail spur
- B = Barracks of the former Calarasi First Regiment. (It is not known what military unit is located there at present).

Railway line (indicated in blue)  
Woods & forest (indicated in green)  
National road (indicated in red)  
Country Road (indicated in orange)

Note: The road from Carnaeal to Corabia has been completely reconstructed, enlarged and completely paved.

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